

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Schoenefeld Airfield

25X1

EVALUATION

PLACE **UNKNOWN**

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

5 January 1955

REFERENCES

25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED  
Information

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1. The following observation were made **[REDACTED]** between 22 November and 5 December 1954:

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Eighteen fuel containers with an estimated capacity of 40,000 to 50,000 liters were installed underground at the eastern side of the Diepensee installations east of the railroad line and in line with the hangars. An additional 12 tank car containers with an unidentified **[REDACTED]** were partially underground at the same site. An oil dump and **[REDACTED]** were just north of the eastern hangar. The commercial **[REDACTED]** parked on the dispersal area north of the hangars. Some of them were parked in the eastern hangar during the night. The flying personnel of the commercial aircraft were quartered in an annex of the western hangar.

28 November. At 0815, a commercial plane of model CCR-18-20 took off for Moscow and another plane of model OK-VDI took off for Prague at 1000.

5 December. The model CCR-18-20 took off for Warsaw and Moscow at 0915 and the model OK-VDI took off for Prague at 1000. Two aircraft of types CCR-18-05 and OK-VDA were parked in the eastern hangar. Four transports, 3 biplanes and 1 monoplane were parked on the middle dispersal area north of the runway. Two Po-2s and 14 twin-engine aircraft were parked north of the runway center.

2. Between 1300 and 1600 on 30 November, Schoenefeld airfield was occupied by 12 twin-engine military aircraft, several twin-engine commercial planes, 4 biplanes and 1 high-wing monoplane. There was no air activity by military aircraft. Some commercial planes took off and landed at the field. Firing with rifles was heard from the Diepensee area. No changes were observed on the radio installation. Tank truck **[REDACTED]** and truck **[REDACTED]** were observed. 1

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3. Fragments of envelopes addressed to soldiers of Units **[REDACTED]** and **[REDACTED]** and sent by a soldiers of Unit **[REDACTED]** were seen near Waltersdorf. The writer of the letter, a soldier of Unit **[REDACTED]** had brought a parcel back with **[REDACTED]** when he returned **[REDACTED]**

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soldier to whom the letter was addressed. He further wrote that the chief of the army post office had told him that it was impossible to mail the parcel through the army postal service. [REDACTED] suggested that he ask one of his superiors to take him or the [REDACTED] car to the unit of his friend. Subsequently, the writer [REDACTED] the chief of staff of his unit who answered that his wish could not be complied with because his friend did not serve in the same division. 2

1. [REDACTED] Comment. The occupation of Schoenefeld airfield has not changed. The capacity of 40,000 to 50,000 liters of the fuel dump located in the civilian sector is reported for the first time.

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Eighteen fuel containers with an estimated capacity of 40,000 to 50,000 liters were installed underground at the eastern side of the Dispensee installations east of the railroad line and in line with the hangars. An additional 12 tank car containers with an unidentified content were partially underground at the same site. An oil dump and 4 pipes were just north of the eastern hangar. The commercial aircraft were parked on the dispersal area north of the hangars. Some of them were parked in the eastern hangar during the night. The flying personnel of the commercial aircraft were quartered in an annex of the western hangar.

28 November. At 0815, a commercial plane of model CCR-18-20 took off for Moscow and another plane of model OK-VDI took off for Prague at 1000.

5 December. The model CCR-18-22 took off for Warsaw and Moscow at 0915 and the model OK-VDI took off for Prague at 1000. Two aircraft of types CCR-18-05 and OK-VDA were parked in the eastern hangar. Four transports, 2 biplanes and 1 monoplane were parked on the middle dispersal area north of the runway. Two Po-2s and 14 twin-engine aircraft were parked north of the runway center.

2. Between 1300 and 1600 on 30 November, Schoenefeld airfield was occupied by 12 twin-engine military aircraft, several twin-engine commercial planes, 4 biplanes and 1 high-wing monoplane. There was no air activity by military aircraft. Some commercial planes took off and landed at the field. Firing with rifles was heard from the Dispensee area. No changes were observed on the radio installation. Tank truck and truck were observed.
3. Fragments of envelopes addressed to soldiers of Units and sent by a soldiers of Unit were seen near Waltersdorf. The writer of the letter, a soldier of Unit stated that he had brought a parcel back with him when he returned from furlough for the

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SECRET, [REDACTED]

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soldier to whom the letter was addressed. He further wrote that the chief of the army post office had told him that it was impossible to mail the parcel through the army postal service but suggested that he ask one of his superiors to take him or the ~~baggage~~ by car to the unit of his friend. Subsequently, the writer had addressed the chief of staff of his unit who answered that his wish could not be complied with because his friend did not serve in the same division. 2

1. [REDACTED] Comment. The occupation of Schoenefeld airfield has not changed. The capacity of 40,000 to 50,000 liters of the fuel dump located in the civilian sector is reported for the first time.

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SECRET, [REDACTED]

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